ANNO QUINQUAGESIMO QUINTO

GEORGII III. REGIS.

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C A P. CXVIII.

An Act to regulate the Clearance of Vessels, and Delivery of Coast Bonds, at Creeks and Harbours in *Great Britain*; for exempting certain Ships and Vessels from being licensed by the Commissioners of Customs; for authorizing Officers of the Customs to seize Spirits removing without Excise Permits; and for preventing Frauds in overloading Keels and other Carriages used in conveying Coals for Exportation, or to be carried Coastwise.

[28th *June* 1815.]

WHEREAS it is expedient to permit the Entry Inwards and Clearance Outwards, at Creeks, Harbours, and Basins of *Great Britain*, of Ships and Vessels in the *Irish* Trade, which intend to lade and discharge their Cargoes at such Creeks; be it therefore enacted by the King's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That it shall be lawful for the Commissioners of His Majesty's Customs in *England* for the Time being, or any Four or more of them, or the Commissioners of the Customs in *Scotland*, or any Three or more of them, whenever and so long as they may deem it proper, to permit Ships or Vessels arriving from *Ireland* to enter Inwards at such Creeks, Harbours, or Basins of *Great Britain*, where a principal Coast Officer or Comptroller, or other principal Officer of the Customs, shall have been appointed and stationed, and before whom it shall be lawful for the Master of any such Ship or Vessel to make Oath (which Oath they are hereby authorized and required to administer) of the Built, Burthen, Contents, and Lading of such Ship or Vessel, with the particular Marks, Numbers, and Contents of every Parcel of Goods on board such Ship or Vessel,

Commissioners may permit Ships arriving from Ireland to enter Creeks where Custom House Officers are appointed:

inſtead of proceeding to the regular Cuſtom Houſe of the Port to which ſuch Creeks, Harbours, and Baſins belong, for that Purpoſe; and alſo to do at any ſuch Creek, Harbour, or Baſin, every Act, Matter, and Thing, in relation thereto, conformably to the Laws in force on and immediately before the paſſing of this Act, under and ſubject to ſuch and the like Penalties and Forfeitures as ſuch Entries upon Oath are now by Law required to be made, openly in the Cuſtom Houſe, before the Collector or other Chief Officer of the Cuſtoms of the Port to which ſuch Creeks, Harbours, and Baſins belong.

And may permit the Clearance of Veſſels from ſuch Creeks to Ireland.

II. And be it further enacted, That it ſhall be lawful for the ſaid Commiſſioners reſpectively, whenever and ſo long as they may deem it proper, to permit the Maſters of ſuch Ships or Veſſels as may intend to lade and clear outwards at any ſuch Creeks, Harbours, and Baſins, for any Port in *Ireland*, to enter ſuch Ships or Veſſels with the principal Coaſt Officer and Comptroller, or other principal Officer of the Cuſtoms, inſtead of proceeding to the regular Cuſtom Houſe of the Port to which ſuch Creeks, Harbours, and Baſins belong, for that Purpoſe; and to make Oath before them (which Oath they are hereby authorized and required to adminiſter) to the Truth of the Content of the Lading of any ſuch Ship or Veſſel; and the Maſter thereof is hereby required to anſwer ſuch Queſtions concerning ſuch Ship or Veſſel, and the Voyage on which ſhe is about to proceed, as ſhall be demanded of him by the ſaid principal Coaſt Officer and Comptroller, or other principal Officers of the Cuſtoms, under and ſubject to the like Penalties as are provided in ſuch Caſes by the Laws in force on and immediately before the paſſing of this Act, in reſpect to ſuch Oaths and Queſtions as are now required to be taken and anſwered before the Collector, or other Chief Officers of the Port to which ſuch Creeks, Harbours, or Baſins belong.

Officers of the Cuſtoms to take Coaſt Bonds in Creeks.

III. And whereas Ships and Veſſels employed in the Coaſting Trade of this Kingdom frequently take in their Lading at Creeks, Harbours, Baſins, and other Out-Stations, where there are no Officers of the Cuſtoms authorized to take the Coaſt Bond required by Law, and great Inconvenience has ariſen to the Merchants and Traders, and to the Maſters of ſuch Ships and Veſſels in conſequence thereof; for Remedy whereof, be it enacted, That it ſhall and may be lawful for the Commiſſioners of the Cuſtoms in *England*, or any Four of them, and the Commiſſioners of the Cuſtoms in *Scotland*, or any Three or more of them, whenever it ſhall appear to them to be neceſſary and proper for the Relief and Accommodation of the Coaſting Trade of this Kingdom, to authorize and require any Officer or Officers of the Cuſtoms ſtationed at any Creek, Harbour, Baſin, or Out-Station of *Great Britain*, at which any Goods, Wares, Merchandize, or Paſſengers, may be ſhipped, in order to be carried Coaſtwiſe within the ſame, to take the Coaſt Bond or Tranſire, or other Documents required to be given for the Clearance of ſuch Veſſels, and for the Delivery and Diſcharge of ſuch Goods, Wares, Merchandize, or Paſſengers, in the Port or Place for which the ſame ſhall have been entered, or in ſome other Port or Place in *Great Britain*, as the Caſe may be; and for returning to the proper Officers of the Cuſtoms of the Port where ſuch Bond or Tranſire, or other Documents, ſhall have been given, the Certificate or other Document which in any ſuch Caſe may be required to be produced to them from the Officers of the Cuſtoms of the Port, Member or Creek, Harbour, or Baſin, where ſuch Goods, Wares, Merchandize, and Paſſengers, are intended to be landed and diſcharged, certifying that ſuch

ſuch Goods, Wares, Merchandize, and Paſſengers, were there landed and diſcharged accordingly; and every Coaſt Bond, or Tranſire, or other Documents, taken by and in the Preſence of any ſuch Officer, ſhall be deemed and taken to be as valid and effectual, to all Intents and Purpoſes, as if taken at the Cuſtom Houſe, by and in the Preſence of the Collector and Comptroller of the Cuſtoms for the Port to which ſuch Creek, Harbour, Baſin, or Out-Station may belong or appertain; any Thing contained in any Act or Acts of Parliament to the contrary thereof notwithſtanding.

Licences not required from Commiſſioners of Cuſtoms for navigating ſquare rigged Veſſels of 200 Tons, or Veſſels of the Deſcription herein mentioned.

IV. And whereas it is expedient to permit the Navigation of ſquare rigged Ships and Veſſels exceeding the Burthen of Two hundred Tons, and other Ships and Veſſels of fair mercantile Conſtruction, without requiring the Owners thereof to take out Licences for that Purpoſe from the Commiſſioners of His Majeſty's Cuſtoms in *England*, *Scotland*, or *Ireland*, be it therefore enacted, That from and after the paſſing of this Act no Licence ſhall be required from the Commiſſioners of the Cuſtoms in *England*, *Scotland*, or *Ireland*, for navigating any ſquare rigged Ship or Veſſel exceeding the Burthen of Two hundred Tons by Admeaſurement, nor for any Ship or Veſſel the Breadth whereof is not leſs than in the Proportion of One Foot to every Three Feet and an Half of the Length of ſuch Ship or Veſſel, nor for any Ship or Veſſel where the Difference between the Draught of Water forward and aft, ſhall not be greater than in the Proportion of One Inch for every Foot of the Breadth thereof, ſuch Draught of Water forward and aft being aſcertained when the Ship or Veſſel is light loaded or in ſailing Trim, and when the Bowſprit is run out in caſe ſuch Ship or Veſſel ſhall have a running or a ſliding Bowſprit, and no ſuch Ship or Veſſel ſhall be deemed liable to Seizure or Forfeiture under any Act of Parliament in force on and immediately before the paſſing of this Act, on Account of her Length, Built, Conſtruction, Denomination, or Deſcription: Provided nevertheleſs, that if ſuch Ship or Veſſel ſhall be intended to be armed for Reſiſtance, or to be navigated with any greater Number of Men than is allowed by Law in Proportion to the Number of Tons of her Admeaſurement, or ſhall require to be licenſed on any other Account; nothing in this Act contained ſhall exempt the Owner and Owners of every ſuch Ship and Veſſel from taking out a Licence for the Navigation thereof in the ſame Manner as if this Act had not been made.

Licences granted for the Navigation of ſuch Veſſels to be delivered up within the Periods herein mentioned.

V. And be it further enacted, That every Licence which ſhall have been already granted, either by the Commiſſioners of the Cuſtoms of *England*, *Scotland*, or *Ireland*, or by the Lord High Admiral, or the Lords Commiſſioners of the Admiralty for the Time being, for the Navigation of any Ship or Veſſel exempt from being licenſed under the Proviſions of this Act, ſhall be delivered up to the Collector of the Cuſtoms at the Port to which ſuch Ship or Veſſel ſhall belong, within the Periods hereafter mentioned; that is to ſay, if ſuch Ship or Veſſel was licenſed for the coaſting or fiſhing Trade only, ſuch Licence ſhall be delivered up to the Collector of the Cuſtoms at the Port to which ſuch Ship or Veſſel ſhall belong, within the Period of Two Months from and after the paſſing of this Act; or in caſe the ſaid Ship or Veſſel was licenſed for trading to Parts beyond the Seas, then the ſaid Licence ſhall be delivered up to the Collector of the Cuſtoms at the Port to which ſuch Ship or Veſſel ſhall belong, within Six Months from and after the paſſing of this Act; or if ſuch Ship or Veſſel ſhall then be at Sea, ſuch Licence may be delivered up at any Time within Two Months from and after the Period of her firſt Arrival at any Port of *Great Britain* or *Ireland*, as the Caſe may be; or in caſe the Licence ſhall have been loſt or taken

by the Enemy, ſatisfactory Proof thereof on Oath ſhall within the ſame Periods reſpectively be made before the Collector or Comptroller of the Port to which ſuch Ship or Veſſel ſhall belong, which Oath they are hereby authorized and required to adminiſter, and in caſe ſuch Licence ſhall not be produced and ſo delivered up, and no ſuch Proof ſhall be made within the ſaid Periods reſpectively, the Owner and Owners, and alſo the Maſter of ſuch Ship or Veſſel, ſhall forfeit and loſe the Sum of Fifty Pounds if of the Burthen of Fifteen Tons and under the Burthen of One hundred and fifty Tons; and One hundred Pounds if of the Burthen of One hundred and fifty Tons or upwards, to be ſued for, recovered, and diſpoſed of, in like Manner and by ſuch Ways, Means, and Methods, as any Penalty incurred for any Offence againſt the Laws of the Cuſtoms, may now be ſued for, recovered, and diſpoſed of, according to the Laws in force on and immediately before the paſſing of this Act.

Penalty.

Officers of the Cuſtoms empowered to ſeize Veſſels, &c. removing of Spirits, in like Manner as the Officers of Exciſe.

VI. And whereas by an Act made in the Thirty-ninth Year of the Reign of His preſent Majeſty, and other Acts, the Officers of Exciſe are empowered to ſeize Veſſels and Boats, Horſes and other Cattle and Carriages made uſe of in the Removal or Conveyance of Spirits, liable to Forfeiture for being removed without Permit; and it is expedient that the Officers of the Cuſtoms ſhould have the like Power, be it therefore enacted, That any Officer or Officers of His Majeſty's Cuſtoms ſhall have the like Power to ſeize and proſecute any Veſſel, Boat, Cart, Carriage, and all Cattle liable to Forfeiture by the recited Act, or any other Act, for being employed or uſed in the Removal of Spirits, without the ſame being accompanied with a true and lawful Permit as is granted by any Act or Acts of Parliament to any Officer or Officers of Exciſe.

Keels, &c. overloaded with Coals or Culm for Exportation to be forfeited.

VII. And whereas it is expedient that Proviſion ſhould be made to prevent Frauds upon the Revenue by overloading Keels, Boats, Waggons, Barrows, Carts, Coups, or other Veſſels or Carriages, uſed in the Conveyance of Coals and Culm, in order to be laden on board Ships and Veſſels for Exportation to Foreign Parts, or to be carried Coaſtwiſe, be it therefore enacted, That if upon Examination of any Keel, Boat, Waggon, Barrow, Cart, Coup, or other Veſſel or Carriage, employed in the Conveyance of Coals or Culm for the Purpoſe of being laden or ſhipped for Exportation to Parts beyond the Seas, or to be carried Coaſtwiſe, and which ſhall have been admeaſured, weighed, numbered, and marked, in the Manner directed by the Laws in force on and immediately before the paſſing of this Act, there ſhall be found any greater Quantity of Coals or Culm than ſuch Keel, Boat, Waggon, Barrow, Cart, Coup, or other Veſſel or Carriage, is allowed to carry or convey according to the Numbers, Nails, or other Marks ſet thereon, whether ſuch Number, Nails, or other Marks, denote the Quantity by Weight or by Meaſure, every ſuch Keel, Boat, Waggon, Barrow, Cart, Coup, or other Veſſel or Carriage ſo overloaded, ſhall be forfeited, and ſhall and may be ſeized by any Officer or Officers of the Cuſtoms; and ſuch Forfeiture, after deducting the Charges of Proſecution, ſhall be divided, One Moiety to His Majeſty, His Heirs and Succeſſors, and the other Moiety to ſuch Officer or Officers of the Cuſtoms as ſhall ſeize or ſue for the ſame, in His Majeſty's Court Exchequer in *England* or *Scotland* reſpectively.

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